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Hongkong Daily Press.

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[a1342]

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[a39]

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Every Comfort.
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Hongkong 23rd November, 1902. [100]

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Our communications relating to the news of a column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not the publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 20TH 1905.

CHINA, like MARK TWAIN'S glacier, is indeed moving, although without any very apparent stir. The Imperial Decree summarily abolishing the ancient fashion of competitive literary examinations will perhaps in days to come be recognised as an important landmark in the history of the neighbouring vast empire. It was one of the proposed reforms that got the Emperor Kwang Hsu into trouble with his ultra-conservative aunt; and there is some temptation to speculate as to the Dowager-Empress's present feelings with regard to the Ministers whose joint recommendations are responsible for it. These are mentioned as YUAN SHIH-KAI, CHAO EN-SHEN, CHANG CHIH-TUNG, CHOU FU, TERN CH'UN-RENG (the new acting Viceroy of the two Kwang) and TUAN FANG (Governor of Hunan). Not one of these names is unknown to the foreign reader of Chinese news; and in combination, they appear to have overawed the cantankerous old lady at Peking, whom we shall never suspect of any weakening in her attitude towards changes of any kind. This particular departure from the traditional practice must have appeared very obnoxious, indeed, in her eyes, for it has been the glory of the nation that in these examinations any diligent scholar, of whatever social class, might find the open sesame to rank and wealth and power. It is suspected, notwithstanding the elaborate precautions, that the best students did not always win; and that not all the winners received the rewards they were led to expect. It is a question now whether the change is wholly or

only partially reformatory. As breaking the crust of hereditary prejudice, it is something to be thankful for; but we do not think the decree is what young Kwang Hsu would have passed while under the advice of KANG YU-WEN. His idea, it will be remembered, was not to abolish the examinations but to remodel them; and the intended modifications are sufficiently indicated by his allusion to "empty and useless knowledge, which has no practical value in the crisis we are passing through." The uninitiated reader can fairly estimate the quality of the qualifying lore thus stigmatised by picturing to himself a British parliament, and all the Government offices, filled by Standard Seven year olds who had memorised the maximum number of the adages at the head of the old-fashioned copy-books, the whole of Proverbs, and as many of the more hackneyed quotations from SHAKESPEARE as was possible. The Chinese official of yesterday, whatever the nature of his office, had to be a sort of animated "Confucian Birthday Book," with a suitable quotation for every day, or better still, for every incident of every day. This was always amusing to write and read about; but it was painful politically, for those who hoped to see China taking her place among the living, England herself, from her men of affairs, long ago insisted upon something more than tags from HORACE or VIRGIL. The demand for studies is still felt; but our authors now make their own, or use popular ones in the vernacular. "Fire is a good servant but a bad master" is better than "Non servare mori non timet." It is sooner said; conveys exactly the same point; and frees the speaker (or writer) from any suspicion of pedantry. The old Chinese system was to rear a tribe of pedants, who, like all pedants, were astonishingly ignorant of practical modern affairs. The decree, which contains an allusion almost identical with the stock argument of the pedagogues who still favour classicism in England, has been translated in part as follows:—

"Before the era of what is termed the Three Dynasties, men for office were selected from the schools, and it must be confessed that the plan produced many talented men. It was, indeed, a most successful plan for the creation of a nursery for the disciplining of talents and the moulding of character for our empire of China. Indeed the examples before us of the wealth and power of Japan and the countries of the West have their foundation in no other than their own schools. Just now we are passing through a crisis fraught with difficulties and the country is most urgently in want of men of talents and abilities (of the modern sort). Owing to the fact that, of late, modern methods of education have been daily on the increase amongst us, we repeatedly issued our commands to all our Viceroy and Governors of provinces to lose no time in establishing modern schools of learning in such number that every member of this Empire may have the means at these to study and learn something substantial in order to prepare himself to be of use to his country. We have, indeed, thought deeply on this subject.

Hence if we desire to see the spread of modern education by the establishment of a number of schools, we must first abolish the old style of studying for the examinations. We, therefore, hereby command that, beginning from the Ping-wu Cycle (1906), all competitive examinations for the literary degrees of China and Chin-shih (Master of Arts and Doctor) after the old style shall be henceforth abolished, while the annual competitions in the cities of the various provinces for the Hsin-shih (Bachelor of Arts or Licentiate degree) are also to be abolished at once.

The possessors of literary grades of the old style (China and Hsin-shih) who obtained their degrees prior to the issuance of this decree shall be given opportunities to take up official rank according to their respective grades and abilities."

Much as we admire the philosophy of Confucius, we have to admit, with Dr. LEONG, that he "makes no provision for the intercourse of his country with other and independent nations." The literati are no doubt bright ornaments of their own circles; but in her Foreign Office and elsewhere, China has need of men such as Japan has in Baron KOMURA and Baron SOKE. To get such, her educational system must be reformed in some such way as Japan's was. We hope this historical decree may prove to be a step toward.

One dog-shooter in Peking is said to have accounted for "an average of four Chinamen to every dog."

The rate of interest on advances in Osaka (at the beginning of this month) had risen to nearly ten per cent per annum.

The charitable public will recognise an annual opportunity of doing good, in the announcement (appearing elsewhere in this paper) of a sale of work at the Italian Convent.

The Emperor and Empress of Germany, at Stettin, named a new liner which is to be added to the fleet of the Hamburg-America Linie. This company intends to open a new passenger service to the Far East.

Mr. L. E. Davis, manager for Messrs. Arthur & Bond at Kobe, whom we reported to be charged with embezzlement, has been sentenced to a month's imprisonment, but the execution of the sentence is deferred for two years. This is the Japanese way of getting rid of an unpleasant responsibility; the accused has ample opportunity to settle his affairs and leave the country.

The following has been given as a translation of a curious remark by the officially inspired Kokumin:—We refrain for the present from declaring whether the peace was concluded on humanitarian dictates only or whether there was any other necessity to cease the war. Suffice it for the present to say that we stopped the war because we had accomplished its main objects.

Referring to our recent comments on the appreciated value of property belonging to public companies in Hongkong, the Japan Chronicle says:—Our contemporary might have also alluded to the case of the Hongkong and Shanghai Bank, which for years has pursued the policy of writing down its property account. While this is in one way a laudable policy, yet it certainly has the defect of concealing rather than disclosing the actual position of a public company.

The attention of lady readers is advised in the case of the Rev. P. T. Johnson's advertisement appearing in another column. There are to be two courses of lectures, one on First Aid to the Injured, the other on Home Nursing, in connection with the St. John's Ambulance Association. Those who have already earned certificates will not require permission to try for recertification; and the usefulness of the Association's work is now admitted by all who know anything about its results.

In connection with the visit of T.R.H. the Prince and Princess of Wales, Mr. Sassoon J. David, senior partner of the firm of S. J. David & Co., Hongkong, Sheriff of Bombay, has given Rs. 15,000 to the funds for the Museum scheme and Rs. 5,000 for festivities during the Royal visit to the City. Mr. Currimbhoy Ebrahim, who has already given three lakhs to the Museum Fund, has contributed a further Rs. 5,000 for the celebration festivities.—Times of India.

It has become proverbial in the colony that when a Chinese, respectable as he is, is dismissed from his position, the reason he advances for his disgrace is that he was asleep on duty. The complainant in a case before Mr. Hazland yesterday on being cross examined as to his connection with the police force tendered the same excuse and explained that he "slept on his feet." This provoked the Court to smile and an officer in a reminiscent mood was heard to relate that some years ago an Indian policeman went to sleep while patrolling his beat and walked into the harbour and was drowned.

We are informed that the consecration of the Right Rev. Monsignor Domenico Pozzoni will take place on Sunday, the 1st proximo, by the Right Rev. Bishop Marcellino of Hongkong, assisted by two other Bishops. The ceremony will commence at 8 a.m., followed by a Solemn Pontifical Mass. The church celebrates the feast of the Holy Rosary on this same day, so that in the evening a grand Procession of the Virgin of Rosary will take place in the compound of the Roman Catholic Cathedral. We also understand that addresses to the new Bishop will be presented by the different congregations and Catholic institutions after the High Mass.

An interesting study in the psychology of crime is provided in a case reported from Naples. The prisoner was accused of having robbed his employers, during a number of years, of amounts totalling more than £20,000. As appeared in the evidence, he had expended the whole sum in the formation of an art-gallery, which, at the time of his arrest, contained such items as paintings of the Renaissance, statues, chiefly of well-known modern masters; fountains, objects of the eighteenth century, statuary, and so forth. Meanwhile, he had been studying himself of every luxury, providing himself with the latest necessities, spending his whole income, whether honestly or dishonestly earned, in the purchase of these works of art, with the intention of bequeathing them to his nation!

What a lot of opinions there are about the evils of tea-drinking. Many people believe milk spoils the tea and increases the harm the popular beverage is supposed to do. In this they are in opposition to the opinion of the Lancet. "The use of plenty of milk with tea," says the Lancet, "is a precaution and must be regarded as a sound physiological proceeding, since the proteids of milk destroy astringency and probably prevent the otherwise injurious action of tannin on the mucous membrane of the stomach. In the intestinal juices the proteids are separated and the tannin probably combines with the sodium salts. The immediate drinking of tea is an unquestionable evil, but, on the whole, we are inclined to think that the evils of tea-drinking have been exaggerated. The real difficulty is to convince people that a lightly drawn infusion gives them their money's worth."

It will interest Hongkong swimmers to note that recently the English long-distance swimming championship was contested, the course being from New to Putney, a distance of five miles. Among the competitors were—Jarvis (who has won the race seven years in succession), Billington, and the Australian, Kieran. More than ordinary interest was centred in the race, as Kieran was thought to be "at home" at this distance. From the start—Billington (the English one-mile champion) took the lead, and although Kieran made several brilliant efforts, the leader always had his men well in hand, and eventually won a splendid race by a few yards from Kieran. Jarvis (the holder) was third, about ten yards behind the winner. Billington took what is the hardest of all the championships, in the first time of 1 hr. 8 min. 55 sec. It may be remarked that the winner uses an ordinary over-arm stroke and has a powerful leg-kick.

TELEGRAMS.

[REUTERS SERVICE.]

THE RUSSIAN VOLUNTEER FLEET.

LONDON, 17th September.

The Russian Volunteer Fleet is resuming the East Asiatic service, leaving Odessa on Wednesday for Nagasaki and Vladivostok. An enormous quantity of goods is awaiting shipment for Siberia.

M. KOMURA.

LONDON, 17th September.

M. Komura's illness has taken a favourable turn.

NORWAY AND SWEDEN.

LONDON, 17th September.

It is understood that the delegates of Norway and Sweden have arrived at a compromise, to the great satisfaction and relief of both capitals.

THE NAPHTHA INDUSTRY.

LONDON, 17th September.

The Tsar has ordered the assembling of a representative conference, presided over by the Minister of Finance, to consider measures to revive the naphtha trade, and also for the concentration of a sufficient number of troops to guarantee order at the oil fields.

THE "LIENSHING" IN COLLISION.

News has been received in Shanghai from the north of a collision which occurred in the Pehow river, above Tangku on September 7th between the L.C.S. S. *Lien-shing* and the Chinese steamer *Teh Yu*. The property of Messrs. Ching Kow and Co. The *Teh Yu*, a small steamer of 350 tons, and about thirty years of age, was bound for Tientsin and Newchwang. It appears that on the evening of the 7th instant the *Lien-shing* was crossing the Taku Bar on her voyage from Tientsin to Chiofo, and at the same time the Chinese steamer *Teh Yu* was entering the river on a voyage from Chiofo to Tientsin. The *Teh Yu* was proceeding at a high speed, and as the vessels approached each other it soon became evident that a collision would be inevitable. In order to avert the collision as much as possible, Capt. Wright of the *Lien-shing* altered his course and ran his ship ashore, but it was too late, and the *Teh Yu* struck the *Lien-shing* on the starboard side close to the bow, starting and buckling a number of the latter vessel's plates and bending her stem badly. A few minutes after the impact it was seen that the *Teh Yu* was in a sinking condition and settling down quickly. The *Lien-shing* immediately lowered boats, and a tow-boat also rendered assistance, with the result that all the passengers and crew of the *Teh Yu* were rescued, not a single life being lost. A few minutes later the *Teh Yu* sank. Early next morning the *Lien-shing* was refloated and after a few temporary repairs left for Chiofo and Weihaiwei. She left Weihaiwei on the 16th instant and is expected to arrive here tomorrow. After discharging cargo at the Hongkong Wharf, she went into the Old Dock for repairs.

KWANG ROBBERS.

An important telegram has been received from Ping-Ngok Pa, Kwangsi, to the effect that a large gang of bad characters has made a sudden appearance in Ho-Hsien, of Ping-Ngok Pa, pillaging the surrounding villages and inciting the people to join them by force or by threat. The well-to-do citizens are also compelled to bribe them by providing provisions, otherwise they would be robbed and murdered. The mob is threatening the city of Ho Hsien and the Prefect of Ping Ngok Pa has sent, in reply to the request of the magistrate of the former, the garrison of the latter to the scene. The Canton authorities are asked to send reinforcements thither at once. The report that the banditti seized the city of Shieh-Shing-Hsien, in the province of Kiangsi, north of Kwangtung, is somewhat exaggerated. The Prefect of Chueg-Nam reports that a Shau Tsoi (i.e. B.A. degree) surname Man was arrested sometime ago and sentenced to two years' imprisonment charged with making squares and building other public works. The chairman of the prisoner, numbering several hundred, climbed over the wall of Shieh-Shing-Hsien and broke into the prison one night. They succeeded in releasing the prisoner after shooting one of the guards. Two other important prisoners also took the opportunity to make good their escape, hence the rumour that the city fell into the hands of the rebels.—Chung Ngai Sun Po.

AN ADMIRABLE CHINESE "OLLENDORF."

"We have received (says the Y.C. Daily News) a little pamphlet of 100 pages, Part III. of a series arranged, according to the Goun system, by Roy Scott Anderson, of Scotch University. Mr. Anderson is not only an educationist but a humorist as well, and some of his lessons are amusing. The following for instance sets out the story of "a young man who wants to be an official:—

He is proud of his son.
He goes to Peking.
He buys the rank of a District Magistrate.
He is proud of his rank.
He must have his native province.
He goes to Hunan.
He waits for years.
There is no vacancy.
Soon his father dies.
The son receives the whole estate.
He mourns for his father three years.
He spends \$50,000.00 up to the throne.
They immediately make a vacancy.
He becomes an active official.
He gives the throne another \$100,000.00.
He is then given the position of Shanghai Tao-tai.
He acts as Tao-tai three years.
He has added \$800,000 to his estate.
Then he retires on account of bad health.

CONVERSION.

A. Do you know Chang?
B. Yes, I have known him a long time.
A. He is now Shanghai Tao-tai.
B. That man is always having good luck.
A. I am sure he'll get as much out of it as possible.
B. Yes they say he made \$50,000.00 during the first three months.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 18th September.

On the 15th instant the boycott committee here announced that they received a cable remittance of three thousand dollars through the Russo-Chinese Bank from their countrymen in San Francisco. It is said that since the commencement of the boycott in Canton the Cantonese people in America have remitted over thirty thousand dollars.

COUNTERFEIT COINS AND MACHINERY.

Recently the authorities of the Fa Yuen district received information that a certain man in the Shek Wo village of that district had been manufacturing counterfeit coins to the extent of several hundred dollars every day. The Fa Yuen Magistrate deputed an officer with twenty braves to visit the house, where they seized eight pieces of machinery for stamping coins and a considerable quantity of counterfeit money. They also arrested several men, one of whom, named Tong Sik Tong, was supposed to be the owner of the house. The prisoners were all brought to Canton yesterday and will shortly be tried by the Poon Yu Magistrate.

A GRATIFYING HONGKONG PRODUCT.

The recent severe illness of the Viceroy has been the occasion amongst the people of calling to mind the work he has accomplished since he succeeded the weak-kneed Tuk San, but from the foreigners' point of view Viceroy Shun has certainly owed his reputation to the ability with which he has been assisted by his chief interpreter and foreign deputy Tao-tai Wen Tung Yao. Although not educated abroad Mr. Wen has displayed a thorough knowledge of foreign affairs and is an honour to the Queen's College of Hongkong, where he acquired his education. His post, which brings him into close and constant touch with the head of the two Kwang, is far from being a sinecure, as besides his duties as adviser for foreign affairs he fills several other onerous positions, such as Director of the Canton-Hankow Railway, Director of the Imperial Chinese Telegraphs, Director of the Telephone, Inspector General of Schools and Colleges, and Acting President of the Chueg Pin Hok Tong (military college for the training of officers). And in all his duties he has proved himself an official of uncommon and varied ability. Mr. Wen is a proof that where there is the material and genius the Government College of Hongkong can give a man a training fit for the little spheres of life. Much of his work is little known, as for instance the settlement of the serious Amoy railway trouble between the Chinese and the Japanese, which was a cause of much anxiety in high official circles owing to the murder of several Japanese subjects connected with the building of the line; and the more recent arrangement with the Canton Electric Light Company in which he proved he was as thoroughly at home in figures as in diplomatic affairs. With his long list of cumulative appointments, one would scarcely believe that Tao-tai Wen has barely turned thirty. He is equally popular amongst the Chinese and foreigners, is a hard worker as may be expected, and is especially noted for his modest character. Foreigners have pleasure in dealing with an official of such progressive mind, and if China possessed many men of this type she would rapidly lose her reputation of a backward, ignorant and arrogant nation.

ROYAL HONGKONG GOLF CLUB.

The Competition for the Ross Farewell Cup was held on the 18th to the 19th September, when the following returns were made.

ROSS FAREWELL CUP.	
Mr. C. M. G. Burdett	74 + 1 = 75
Mr. E. D. V. Parr	89 - 10 = 79
Mr. C. E. H. Boaris	82 - 2 = 80
Mr. W. D. Kraft	92 - 8 = 84
Captain J. Douglas	92 - 8 = 84
Mr. T. S. Forrest	82 + 4 = 86
Mr. C. O. Gray	97 - 9 = 88
Mr. C. Forsyth	100 - 10 = 90
Mr. T. S. Forrest was the Pool with the fine score of 74 + 4 = 78.	

For the fortnight ending 12th September 4,412 houses were lit with gas in the eastern and 3,334 in the central district.

For the week ending 9th September 516 rats were caught, of which 26 were found to be infected. 22 out of the 584 rats caught for the week ending 16th instant were infected.

THE APPROACHING TYPHOON.

General Bragg, the American Consul here, is informed by the Manila Observatory people that a cyclonic centre crossed Luzon about the 18th meridian. It was travelling almost exactly westward. The warning was dated at four p.m. on Monday.

For the week ending 12th September 516 rats were caught, of which 26 were found to be infected. 22 out of the 584 rats caught for the week ending 16th instant were infected.

CORRESPONDENCE.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—In this morning's issue of your paper it is stated that the meeting of members of the Y.M.C.A. on Monday evening unanimously recommended the committee of management to admit to membership men of both the Navy and Military service. As there was a wide divergence of opinion in regard to the resolution I wish to say this.

September 19th, 1905.

"We are sorry to hear we were misinformed as to the unanimity. It ought to have been mentioned, ought it not? What are the real objects of the Y.M.C.A.? Is it not desirable that our soldiers and sailors should be associated with Christian young men? Or has the association degenerated into an exclusive social club? We ask with a sincere desire for more light.—Ed.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 7.25 a.m. Orders issued to hoist the Black Cone point downwind and Drum.

At 11.45 a.m. The barometer is falling slowly along the S. coast of China, and rising in Luzon. The typhoon appears to be situated about 250 miles to the S.E. of Hongkong and apparently moving slowly N.W. It, however, is still showing a tendency to recurve to the N.E.

Bad weather is still indicated in the Formosa Channel and the N.E. part of the China Sea.

Forecast:—Strong N. winds; squally.

Owing to the cable being interrupted the important observations from Gap Rock are not available.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 19th September at the Board Room, 11a, Dr. F. Clark (President) presided, and there were also present: Major Josling, Dr. W. W. Pender, M.O.H., Mr. E. Irving, Mr. H. E. Pollock, K.C., and Mr. A. Ranjahn.

ROBLOWN OBODURS.

The Government's reply to the Board's recommendations with regard to this question was as follows:—With reference to the recommendations of the Sanitary Board relating to the mitigation of certain nuisances in Kowloon, and submitted by the President in a minute dated the 6th instant, the reclamation of part of Hung Hom Bay is under the consideration of the Government, and in the meantime the extension of the sewer out-falls will be put in hand as soon as funds can be made available.

The reconstruction of the street gullies in Kowloon will be undertaken as soon as those in Victoria have been replaced by gullies of the new type. With regard to the report of insufficient latrine and urinal accommodation near Tsimshatsai Point, a urinal is in course of construction there; and the Board is asked to suggest a site for a latrine, which would be convenient and at the same time not likely to cause offence, and so result in a petition for its removal as soon as it commences to be used. The Board should communicate with the Hongkong and Kowloon Wharf and Godown Company, who employ a very large proportion of the coolies working at Tsimshatsai Point, with regard to the provision of ample urinal and latrine accommodation for these coolies within their premises, and as far as possible from the public thoroughfares. His Excellency has noted the first resolution passed by the Board at their meeting held on the 22nd August regarding the removal of garden refuse to the end of the year as to how far the instructions issued to the Board's officers have proved effectual in mitigating the offensive odours arising from these gardens.

The PRESIDENT:—The Government asks that the Board should recommend a site for a latrine at Tsimshatsai Point. I move that the matter be referred to the M.O.H. to report on, and recommend a site.

Mr. Pollock seconded the motion, to which the members present agreed.

KOWLOON CONSERVANCY CONTRACT.

The scavenging and conservancy contract for Kowloon for 1906-1907 was considered in committee, when several amendments were made.

On the Board resigning, the PRESIDENT moved that the conditions of the contract as amended in committee be adopted and forwarded to the Governor for his approval.

Mr. Pollock seconded and the motion was carried.

WATER ANALYSIS.

Mr. Frank Brown, Government analyst, reported that the result of his analysis proved that the water was of excellent quality.

MORTALITY STATISTICS.

The percentage of deaths for the week ending 23rd August, death rate per 1,000 per annum, was 23.5 as against 17.8 for the corresponding week of last year. This percentage was of the British, foreign and Chinese community, excluding the navy and army.

LINENWASHING.

For the fortnight ending 12th September 4,412 houses were lit with gas in the eastern and 3,334 in the central district.

For the week ending 9th September 516 rats were caught, of which 26 were found to be infected. 22 out of the 584 rats caught for the week ending 16th instant were infected.

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NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and sent by post, and special business matters by hand.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Liberator's.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

WANTED A STENOGRAPHER.

WANTED from 1st November next a First-class STENOGRAPHER and TYPIST. Good Salary offered. Apply to P.O. Box No. 393. Hongkong, 20th September, 1905. 2166

A SPECIAL SALE.

A SPECIAL SALE will be held at the ITALIAN CONVENT on the 25th, 26th and 27th instants, at 2 p.m. of Ladies and Children's Underclothing, Dresses and other Embroidered Articles.

The prices of every article are marked in plain figures.

The SUPERIOR hopes to receive and merit a large share of the public patronage, as it has been by the past.

ITALIAN CONVENT,
25, CAINE ROAD.
Hongkong, 20th September, 1905. 2167

THE EASTERN EXTENSION
AUSTRALASIA AND CHINA
TELEGRAPH CO., LD.

REFERRING to the notice of 21st June last, senders of telegrams are hereby advised that from the 1st October next, charges for telegrams will continue to be collected at the rate of FORTY-THREE CENTS to equal ONE FRANK, such rate being subject to revision after further three months.

A. B. SKOTOWE,
Superintendent.
Hongkong, 20th September, 1905. 2168

THE GREAT NORTHERN TELEGRAPH
COMPANY, LIMITED.

REFERRING to the Company's NOTICE of 21st June, according to which the rate of collection for Telegram Charges was fixed at Dollars 0.43 equal to Frs. 1.00 for the quarter ending 30th September, 1905, senders of telegrams are hereby advised that the said rate will remain unaltered subject to revision after three months dating from 1st Oct., 1905.

OLAF NIELSEN,
Superintendent.
Hongkong, 20th September, 1905. 2169

S. JOHN'S AMBULANCE ASSOCIATION.

IT is proposed shortly to hold two courses of LECTURES FOR LADIES, one in First Aid to the Injured, the other in Home Nursing, in connection with the above Association. On passing the examination which will be held at the end of the first course, ladies who already hold the Association's First Aid and Nursing Certificates will be entitled to a Medalion. Ladies who wish to enter for these courses should send in their names to the Hon. SECRETARY (Rev. P. T. JOHNSON) at St. JOHN'S CATHEDRAL, before September 28th.

Hongkong, 20th September, 1905. 2170

YACHTING SEASON JUST BEGINNING.

AN EXCELLENT OPPORTUNITY is here offered to secure a GOOD CRAFT CHEAP. The *Marjorie*, brought out in 1900 by Mr. A. DENNISON, and described in Mr. May's book (page 76) as "a small cruiser fast enough to race—slip rigged and about the size of a two and a half tonner," is for SALE, at the cheap price (all complete) of \$800. She has just been overhauled, scraped and painted; the sails are new; and trials prove her to be a fine trim. Pair oars, brass rowlocks, anchor, lantern, &c., included. She won a prize in 1902. Being sold for no fault, owner's reason will be satisfactory to bona-fide enquirer. Sympathetic of three young men could do well with her. Open to inspection (and trial) at Au King's. (Payment by instalments if desired.)

Hongkong, 20th September, 1905. 2171

TENDERS

TENDERS are invited for the supply to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for one year from 12th October, 1905, viz:—

Teak
American Fir } Bark, Thicketuff Seant-
Campdoor Wood } plank & Board.
Hardwoods

FORM OF TENDERS, and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard. To enable persons tendering to estimate what stock they would expect to keep, they will be provided, if necessary, with a statement showing the expenditure of the last twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender but this will be returned on the acceptance or rejection of the same.

The Tenders which will be received till noon on 28th inst., should be sealed and addressed to the REAR ADMIRAL, H.M. Naval Yard, Hongkong, 20th September, 1905. 2172

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAIMUN,"

Captain A. J. Robson, will be despatched for the above ports on FRIDAY, the 22nd inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPEAUX & CO., General Managers, Hongkong, 19th September, 1905. 2164

THE

DIRECTORY AND CHRONICLE

FOR 1905

Complete Edition ... \$10.00
Small ... 6.00

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INTIMATIONS.

INTERNATIONAL BANKING CORPORATION.

I HAVE THIS DAY Handed over Charge of this Branch to Mr. H. PINCKNEY, CHARLES E. SCOTT, Hongkong, 18th September, 1905. 2154

HONGKONG CLUB.

NOTICE.

THE EIGHTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB, payable on SATURDAY, the 30th September, 1905, will be held at the Hongkong Club House, at 11 o'clock A.M. TO-MORROW THURSDAY, the 21st September, 1905. Bidders of Debentures are invited to attend the Drawing.

By Order, C. H. GRACE, Secretary.

Hongkong, 14th September, 1905. 2114

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion on TUESDAY, the 26th instant at 5.30 p.m. By Order of the Committee, J. E. BINGHAM, Secretary & Treasurer, Hongkong, 19th September, 1905. 2155

WANTED.

SITUATION by YOUNG EUROPEAN, thoroughly competent Bookkeeper, Salesman, and General Office Man with several years experience in Canton and Hongkong. No objection to outport. Moderate salary.

Apply to—Care of "Daily Press" Office, Hongkong, 18th September 1905. 2145

WANTED TO EXCHANGE.

HALF-PLATE STAND-CAMERA for Kodak Eastman's preferred. Address—"CAMERA," Care of "Daily Press" Office, Hongkong, 14th September, 1905. 2117

REQUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPTROLLER. Good references and substantial securities required.

Apply in writing to—Messrs. JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central, Hongkong, 14th September, 1905. 2050

NOTICE.

THE Underigned invite applications for the post of COMPTROLLER to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required. No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to—JOHNSON, STOKES & MASTER, Hongkong, 21st August, 1905. 1934

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R., Care of Office of this Paper, Hongkong, 16th August, 1905. 1898

WEBLEY & SCOTT
REVOLVER & ARMS CO., LD.

AUTOMATIC REVOLVERS,
SPORTING GUNS, &c.

G. REISS & CO., LD.

SOLE AGENTS FOR CHINA & JAPAN

12, SZECHUEN ROAD,
SHANGHAI. 1571

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Lime Manufacturers.

All descriptions of
GRANITE AND MARBLE FOR EXPORT.

Dealers in
GRANITE and MARBLE MONUMENTS

Prices & Estimates on Application.
No. 3, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. 1632

NOW READY.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails

also Table of Yearly Approximate Averages

FOR 31 YEARS,

FROM

1874 to 1904.

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INDIA, AUSTRALIA, &c.,
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of the

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HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERSEAS TRADE REPORT."

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Postage to any part of the World \$2

MAP OF THE SIKIANG OR WEST
RIVER

From Hongkong to Wuchow,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, on SATURDAY, 23rd September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 22nd SEPTEMBER, both days inclusive.

DOUGLAS LAPEAUX & CO.,
General Managers, 2008
Hongkong, 11th September, 1905.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 24th October to the 19th October, both days inclusive. By Order of the Board, W. J. SAUNDERS, Secretary, Hongkong, 15th September, 1905. 2136

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE.

THE SHARE CERTIFICATE No. 4429 for Seven Shares, numbered 39145/39151 in the above Company, standing in the name of Mrs. FRANCES HEATH ELDRIDGE, having been LOST.

NOTICE IS HEREBY GIVEN that a DUPLICATE CERTIFICATE for the said shares will be issued one month hence, and that the Original Certificate unless produced within that period, will therefore be held by the Company to be null and void.

EDWARD OSBORNE, Secretary, Hongkong, 14th September, 1905. 2119

INSURANCES

NOTICE.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a PURELY British Insurance Company. Head Office: London. Established in London in 1861.

W. H. TRENCARD DAVIS, Branch Manager & Underwriter, Hongkong, 31st August, 1905. 2032

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904, £1,161,298.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,500,000

PAYED-UP CAPITAL, 887,500 0 0

II. FUND, 3,001,286 12 9

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 30th June, 1905. 1567

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Underigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., 13 Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATELIE

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. 181

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AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions from Capt. CATCHTON to Sell by Public Auction

TO-MORROW (THURSDAY), the 21st September, 1905, at 2.45 p.m. at his Residence No. 6, Madonnell Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

(Full particulars from Catalogue). On View from Wednesday, the 20th September. TERMS—Cash on delivery. GEO. P. LAMBERT, Auctioneer, Hongkong, 16th September, 1905. 2141

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land South of Tai Hang Island Lot 102, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Yearly Price.
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THE RECENT COLLISION IN THE INLAND SEA.

NAVAL COURT OF INQUIRY, AT KOBÉ.

The Japan Chronicle reports:—A Naval Court of Inquiry convened by Captain R. N. Ommann, on board H.B.M.S. *Andromeda* on Sept. 8th and 9th to inquire into the circumstances attending the collision in the Inland Sea in August last between the British steamship *Baralong* and the Japanese steamship *Kinjo-maru*. The President of the Court was Captain R. N. Ommann, the other members being Mr. J. B. Rennie, British Vice-Consul, Lieut. J. F. Robins, Captain H. C. Barclay (master of the steamship *Corn Exchange*), and Captain C. E. Cox (master of steamship *Arcturion*). Mr. H. Bonar, British Consul, was among those present. Mr. C. N. Cross, barrister, appeared on behalf of Captain Jenkins.

Edward Deacon Jenkins, sworn, said he was master of the British steamship *Baralong* having held a master's certificate since May, 1901. This was his first voyage in the *Baralong*. The steamer belonged to the Bucknill Steamship Lines, Ltd., and he had been master of several other of that company's steamers previously. This was the first time that he had been in command of a steamer. When he left London, via Moji and ports, they left Kobe at 5.37 a.m. on August 22nd, everything at that time being in proper order on board. The ship being in charge of a fully licensed Inland Sea Pilot, Gonzaburo Katsura. Everything went well until a little after 10 p.m. on the 22nd August. Then they saw a red light. He was not on the bridge himself when the light was first sighted, but was just on the point of climbing the bridge ladder. The sighting of the light was not reported to him, at once, but immediately he got to the bridge he saw the light. He made the remark to the pilot, "There's a red light, pilot, on the starboard bow; what is it, a junk?" He replied, "Yes," and immediately a five or ten seconds afterwards they heard a steam whistle coming from the direction of the red light. It was a short blast. Without delay they put their engines full speed astern, and held hard a port, giving three short blasts of the whistle. Shortly afterwards they collided with the steamer. He did not think it was more than three-quarters of a minute from the time they first heard the whistle. There was only one time taken, and that was when they struck. The time taken in the log was three minutes, but that he thought, was incorrect. It was written at very high speed. It was written when they arrived at Kobe. He had then had no sleep for two days and two nights. At the time that they saw the red light the engines were going at full speed through the water, 11 knots, but he was going against the tide. It would take about three minutes to get the vessel from full speed astern. He only saw a red light—there was no other of any kind and he was positive there was no mast-head light, so that he took it to be a junk or a sailing vessel. The weather was fine; there was a dead calm, there had been a shower about a quarter of an hour previously. There were no heavy squalls. As a matter of fact they sighted Himejima light at full range. The height of the *Baralong* bridge was 30 ft. from the water-line. He was on the bridge before the whistle was heard. From the time he got on the bridge to the time that the engines were put full speed astern the course was not altered because at that time there was ample room if the vessel had been what he ought to have been by the lights she was showing. He considered that this sailing vessel had no way on and that he could clear her. As far as he could tell the vessel was 25 to 30 points on the bow. So far as he could say there was not half-a-mile between them when he first saw the light. He could not say whether the red light was altering its bearing at all; he had no time to judge. According to the captain of the *Kinjo-maru* the *Baralong* struck the vessel about 15 feet from the stern. He did not speak to the captain personally but the conversation was carried on through the pilot. The officer on watch in the *Kinjo-maru* was drowned. He believed the *Kinjo-maru* had no pilot. Immediately after the collision he noticed that the *Kinjo-maru* appeared to be settling by the stern, and he put the *Baralong*'s engines slow ahead to keep her on the *Kinjo-maru* but she foundered too quickly and he had to go astern again to clear her. From the moment of the impact he called all hands to the boats, and their first and second lifeboats were over the side within a very few minutes, in fact the first boat was between the *Baralong* and the *Kinjo-maru* before the latter foundered. He turned faces around his ship, the chief engineer connected the mushroom electric lights, he also burned blue lights, all with the object of illuminating the water around. He cruised around the wreck for some time and did not leave until 3 a.m. He saved forty-three lives by his boat. He did not know exactly how many lives were lost, but through the captain of the *Kinjo-maru* he learned that he had 222 persons on board, though accounts differed. He accounted for the few saved by the fact that most of the men were in the "green deck," probably asleep, and the rescued men stated that they had only one ladder by which to gain access to the deck. He firmly believed that the *Baralong*'s boats picked up every man that floated. The *Kinjo-maru* was the old British steamer *North Anglia*, a ship 25 years of age, of about 1,700 tons. It was an old tramp steamer and was quite unsuited for carrying passengers. By the way she foundered she could have had no watertight bulkheads between her two after holds. The *Baralong* was steaming W. by N. 3 N. magnetic, right on the course to Moji, on the *Kinjo-maru* was on the course to Kobe, and kept on his course. By doing so he considered he could easily clear the vessel, as there was plenty of room. The usual custom in the Inland Sea was for a sailing ship under weigh to show a red light. It was the custom for a junk at anchor to display a green light and a masthead light. After the collision the captain of the *Kinjo-maru* who was rescued, and he told witness Captain Jenkins' room, and he told witness that he was in his chart-room at the time of the accident. He also told him the name of the ship, and that he was proceeding to Ujima from Moji. Witness was not acquainted with the captain of the *Kinjo-maru* previously. If the captain of the *Kinjo-maru* had been on his right course he would have passed on the starboard side and shown the green light. Witness pointed out on the chart the usual course for vessels to take in proceeding to Ujima from Moji. The captain of the *Kinjo-maru* did not tell him anything about his course; but he told him that the chief officer, who was drowned, was in charge of the ship at the time of the accident. If the *Kinjo-maru* had been a sailing ship he would have kept the course, and if she approached nearer he would have starboarded to pass ahead of her, the weather being calm. He had to study the bearings of a ship ahead and watch her movements, before taking action. They passed the *Goldmouth* about fifty-five miles before reaching the spot where the accident occurred. The *Goldmouth* was going a little slower than the *Baralong*. She was a mile or a mile and a half ahead of the *Baralong* when they left Kobe, and in about twelve hours the *Baralong* was ahead, being from a mile to a mile and a half ahead when the collision occurred. Immediately after the accident happened the boats were lowered very quickly. Witness remained on the bridge and blew a long blast on the whistle as a signal to the *Goldmouth*. Witness corroborated the Captain's statements regarding the efforts made to save

life. He did not think anybody who could have been saved was not. The *Kinjo-maru* belonged to Mr. Iguchi of Kanagawa, Nagoya. In reply to the Court, witness stated that the red light was within half a mile of the *Baralong* when he first saw it. It was a very weak light; if it had been properly burning he would have been able to see it from a further distance. The *Goldmouth* was three-quarters of a mile or a mile astern of the "Baralong" when the collision took place. The tide was setting to the east, half a knot. The engines were moved quickly astern. When the ships collided he did not see anybody on board, but he heard a great deal of shouting from the drowning men. He was about 22 miles from Himejima light when he passed it. After that there was some rain, but the rain never obscured the light, and there was no rain at the time of the collision; it was a dark and clear night.

Re-examined.—The lights were burning brightly. They had passed many steamers, sailing ships, and junks on their way from Kobe. When he saw the *Goldmouth* astern he saw all her lights very plainly. That was just before the accident. He also noticed the *Goldmouth*'s lights just after the occurrence. Three witnesses were called on the previous day, who deposed as follows:—A. Coutts, third officer of the *Baralong*, stated that he had heard the captain's evidence and also that of the pilot, all of which he considered accurate. He corroborated the statements previously made. He was on the bridge at the time of the collision. When the red light was seen he thought it was that of a junk or sailing vessel becalmed. The pilot had asked him to take the bearings of Himejima light, and he was at the compass box when he heard the steam whistle, which was the first indication they had that the vessel was not a sailing ship. The man at the helm had reported at 10 o'clock that the lights were all bright. They were all electric lights except that on the forecast, where the mechanism being a little out of order a powerful oil light had been substituted. He had no idea how far the red light was away when it was first sighted. It was a weak oil light, such as one would expect small sailing craft to carry. Less than a minute elapsed between sighting the red light and hearing the steam whistle. From the way the ship was swinging it must have been under a minute from the whistle to the impact. After the collision had taken place witness left the bridge and went to clear away the port life-boat. After she had left the ship's side he then went to the starboard boat, and as soon as she was swung out he went away in charge of her. He picked up several people floating in the water, and was told by one of the men in the boat that the number he had picked up was 28. He returned to the ship with these people and went again round the wreck, but could find no more. He then returned to the crew to render assistance on deck, and the captain sent him away again to take another pull round. Flare lights, blue lights, and electric lights were put into operation, and everything was done that was possible to save life. He was pretty certain that all who floated were saved, as it was only on the first trip that any of the boats picked up survivors. He thought the *Goldmouth* was about a mile and half astern; he could see her three masts plainly. When she came up she stood by and assisted, and witness assessed several of her boats. He was out searching until 3 a.m., and the last boats returned five minutes after that. The *Kinjo-maru* did not lower any boats so far as he knew.

Witness added that he was sure that if they had seen at once that the *Kinjo-maru* was a steamer they could have cleared her. He looked to the *Baralong*'s lights at about ten o'clock and they were all burning brightly. The first two boats pulled four cars, but he could not see what the third boat did, as he had left the ship before they were lowered. The boats were all fitted for four cars.

In reply to the Court, Captain Jenkins said he had nine A.B.'s including the boatswain, and two boys who could man the boats. The carpenter was also available for that purpose, and as a matter of fact two of the engineers were pulled on this occasion. Subsequently, about a quarter of an hour afterwards, the *Goldmouth* came astern. Witness was on deck at the time. The lifeboats of the *Baralong* were out until about midnight or early morning searching for survivors. He firmly believed that all who were on top of the water were saved.

In answer to the Court witness stated that the entries in the log, written by himself, were correct, having been copied off the log slate. At the time that he received the signal to reverse the engines he was standing about eight feet from the reverse gear. He put the reversing gear over his head, and within a few seconds the engines were reversed. The engines were built in 1901. In his log he had the speed recorded as 12 knots; that was the average speed for the day run. He got his information of the speed of the ship from the deck. His propeller was right-handed.

To Mr. Cross.—The ship's average on the voyage was according to the log. The *Baralong* showed an average speed, possibly an average of fifteen or sixteen per cent. With the engines at full speed ahead, on reversing them it would take about three minutes to bring the ship to rest.

G. Holgren, a Swede, a seaman on board the *Baralong*, said that between 10 and 10.20 on the night of August 22nd he was at the wheel, which was on the port bridge outside. In the weather they put a dodge across up to the screen was on the night in question. He heard a whistle and just afterwards received orders to put the helm hard a port. He did so, and the captain's hand. After the collision he helped get the lifeboats out and himself was one of the men who manned No. 4 lifeboat.

In answer to questions by the Court, witness stated that the captain, third officer, and pilot were standing near by at the time. He could not hear any conversation during a red light could not remember hearing a red light reported. When he put the helm hard a port the *Baralong* turned to starboard very fast—four points at least. When the ship first blew her whistle witness saw over the dodger-rail a red light on the starboard bow. He could not tell how the engines were going; he could feel that they were going astern, but could not judge at the moment whether it was full speed astern.

To Mr. Cross.—The dodger screen was not always up; it was put up for protection against wind and rain. It had been raining a little at 10 o'clock that night, when he went to the wheel. At this point the Court adjourned until Monday.

Prior to the evidence of Captain Jenkins, Mr. Cross expressed, on his behalf and on behalf of the owner of the *Baralong* through him, the deep regret that was felt at the unfortunate occurrence, and they wished their sympathy to go out to those bereaved.

By a clerical error it was stated in the course of our report of the proceedings yesterday that Captain Jenkins had held a master's certificate since "May, 1901." As was evident from the context, this should, of course, have read "May 1891."

Y. Yamashita, a member of the Japanese Bar,

called as an expert on the regulations under the law of Japan for preventing collisions at sea, stated that he found on comparing those with the English regulations that the rules as to lights and sailing vessels were similar, whether the vessels were under way or at anchor. In the first part of the law under which these regulations exist "sea" is defined as not only open sea, but sea surrounded by land where any ships navigate.

In reply to the Court, the pilot, recalled, said the rules and regulations as to lights and sound signals in the Inland Sea were similar to those recognised in the navigation of the high seas. H. D. Turner, first officer of the *Baralong*, stated on oath that he was in his bunk on the night in question when he was awakened by the whistle of the *Kinjo-maru*. He at once got out of his bunk and went on deck, which he reached just as the collision occurred. He went on to the bridge and received orders to launch the lifeboats. He went away in the first boat, arriving on the scene almost immediately after the *Kinjo-maru* went down. They picked up the men as the boat would hold. Many of these men were hanging on to pieces of timber floating from the *Kinjo-maru*. These were long tarred planks. What they were used for he did not know. After getting the survivors on board the *Baralong*, he again went away in search, but found no more. In corroborating the previous statements, he expressed his confidence that everything was done that was possible to save life. The first he saw of the *Goldmouth* was one of her boats, which was out before witness returned to the ship. The *Baralong*'s boats at that time were returning. He heard no explosion when the *Kinjo-maru* went down. All the boats were lowered that could be manœuvred in case of sudden emergency.

When the Court opened yesterday morning, it was stated that Captain Fisher, who piloted the *Goldmouth* and had promised to attend and give evidence, was too unwell to be present. He hoped to be well enough to give evidence on Monday. John Hodgson, chief engineer of the *Baralong*, said that on the night of August 22nd, at about 10.21, he received a signal "Full speed astern." Two minutes later he received the signal "Stop" and "Slow ahead," and after that various signals. He was in charge of the engines on watch, and the fourth engineer and the greenroom were in the engine-room at the time. He did not hear the whistle of the *Kinjo-maru* and was therefore unaware of the reason for the telegraph. Immediately on receiving the message the engines were put astern. The engines and all the parts of the machinery were in perfect order and worked faultlessly. He knew that a collision had happened because he felt a slight shock at the time. When he knew what had happened he went on deck and assisted in getting the electric light and torches lit. The boats had just off before witness got on deck. It was within ten minutes, he thought, of the moment he received the first signal that he was on deck. The *Baralong* stood by the wreck all night.

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